Bandaret Bridge Replacement Project

King County
Department of Transportation
Road Services Division

Welcome

- View displays
- Ask questions of project staff
- Share your feedback

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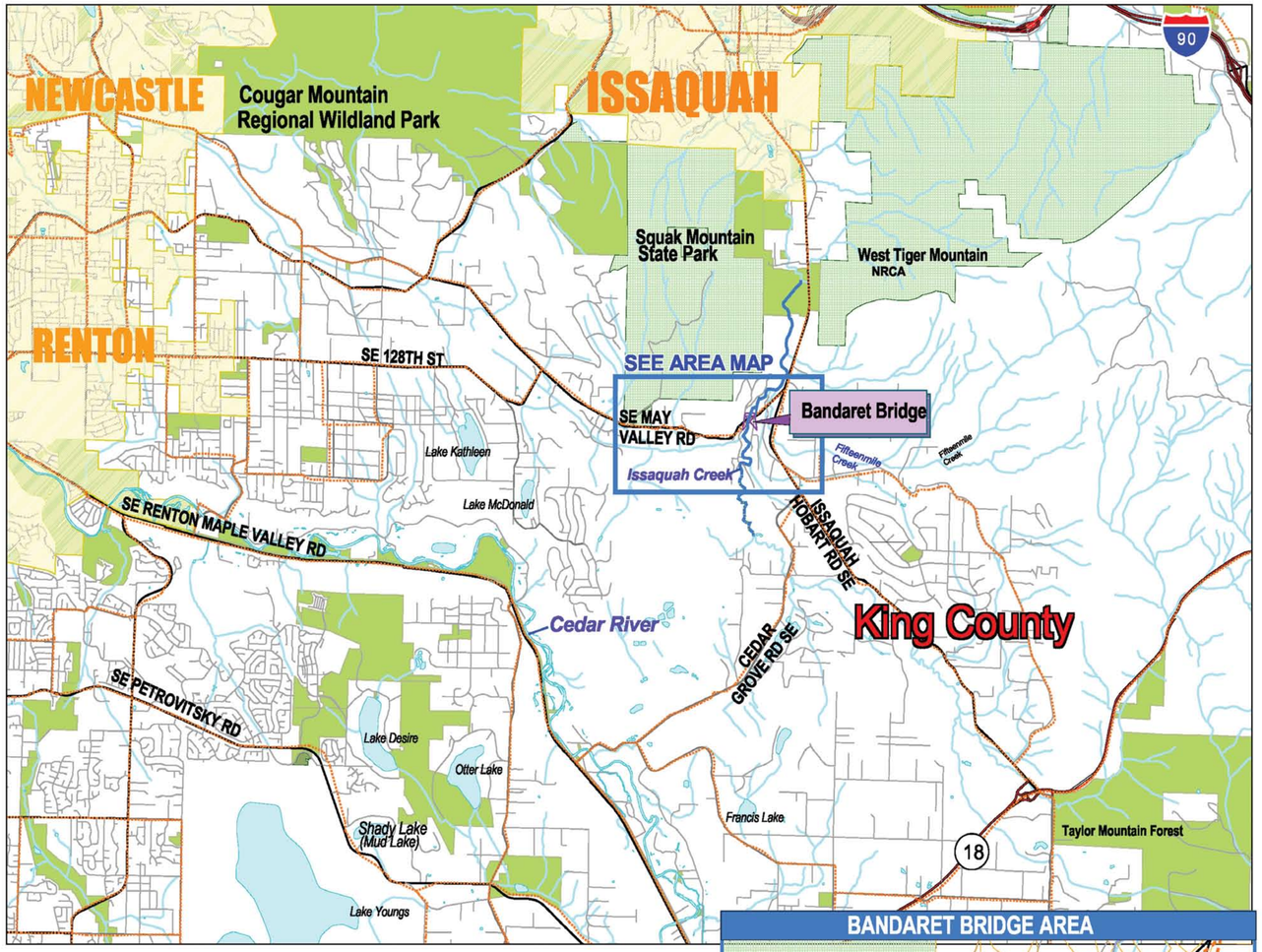
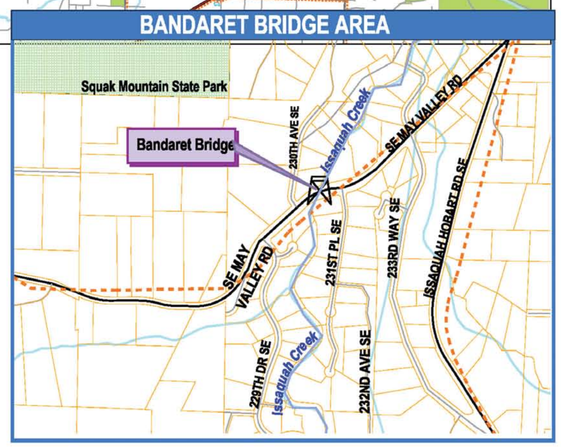
Project Vicinity





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Why is this project needed?

- Structural deterioration causing long-term maintenance issues

- Narrow lanes and no shoulders or sidewalks

- Structural capacity concerns
- Earthquake vulnerability
- Flood issues

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Proposed timeline

■ Study/Concept development	Spring 2005 – Summer 2006
Open House #1 (conceptual design)	April 2006
Select preferred alternative	Spring 2006
Project update mailing	Summer 2006
■ Design/Permitting	Summer 2006 – Winter 2007-08
Environmental Review	Summer 2006 – Fall 2007
Now ▶ Open house #2 (intermediate design)	Spring 2007
■ Construction	Summer 2008 – Fall 2008

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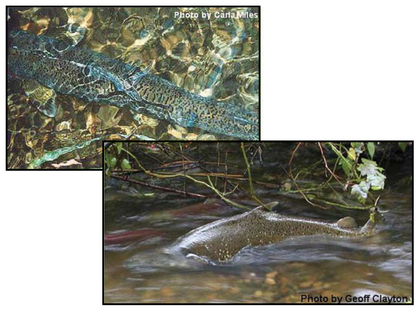
Environmental Considerations

Bandaret Bridge is located in an area with multiple environmental considerations that will need to be addressed during project design, mitigation planning, and construction.

- Issaquah Creek significant local resource
- Fish and wildlife, including threatened and endangered species, and designated Wildlife Network/Corridor



- Channel migration and stream bank erosion
- Cultural resources
- Mitigation
- Environmental benefits
- Federal, state and local permit and other regulatory requirements

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Environmental mitigation:

- Restore and improve riparian habitat within the road right-of-way along Issaquah Creek
- Maintain pool within Issaquah Creek immediately upstream of bridge
- Install large woody debris and boulders within Issaquah Creek to create habitats for aquatic species
- Build a benched (raised) corridor under new bridge for safer wildlife passage through the area, particularly for large mammals*
- Bench (terrace) the west stream bank just northwest of the new bridge to increase channel complexity and connectivity**
- Plant native vegetation on the property just northwest of the new bridge to restore a functional riparian buffer to the creek
- Incorporate additional wildlife habitat features into restored and enhanced critical area buffers
- Relocate and upgrade the existing septic field on the property just northwest of the new bridge to a location further away from the creek

* Benching with regard to safer wildlife passage means to create one or more terraces above the ordinary high water mark that animals can walk on under the bridge to get from habitat on one side of the road to habitat on the other side.

** Benching the stream bank to increase channel complexity means to create one or more terraces that allow for water during high water events to spread out and slow down so fish can get out of the fast moving water during such events and rest in the benched areas (i.e., create a refuge for fish to hang out in and rest). Channel complexity also allows for more diversity in fish and wildlife species that may utilize the area.

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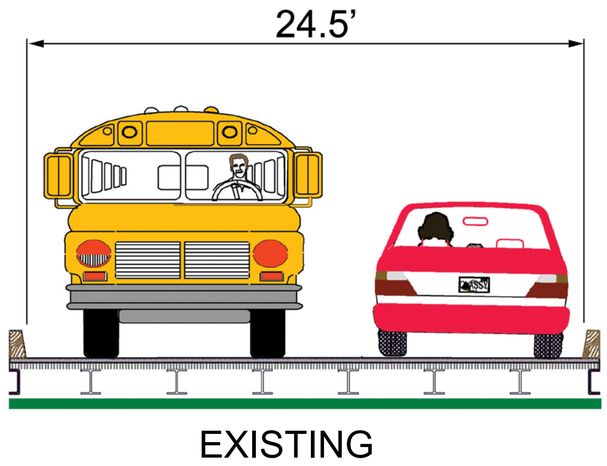
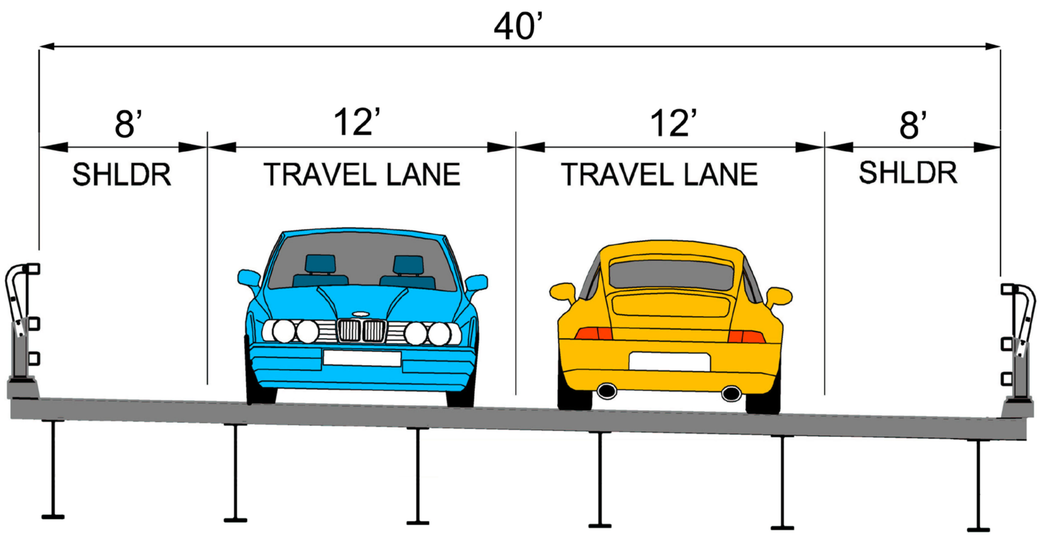
Project Improvements



EXISTING



PROPOSED CONCEPT

Comparison Table

Features	Existing Bridge	New Bridge
Lane Width	11 Feet	12 Feet
Shoulder Width	None	8 Feet
Maintenance Level	High	Low
Load Capacity	27 tons	45 tons
Bridge Length	60 Feet	100 Feet

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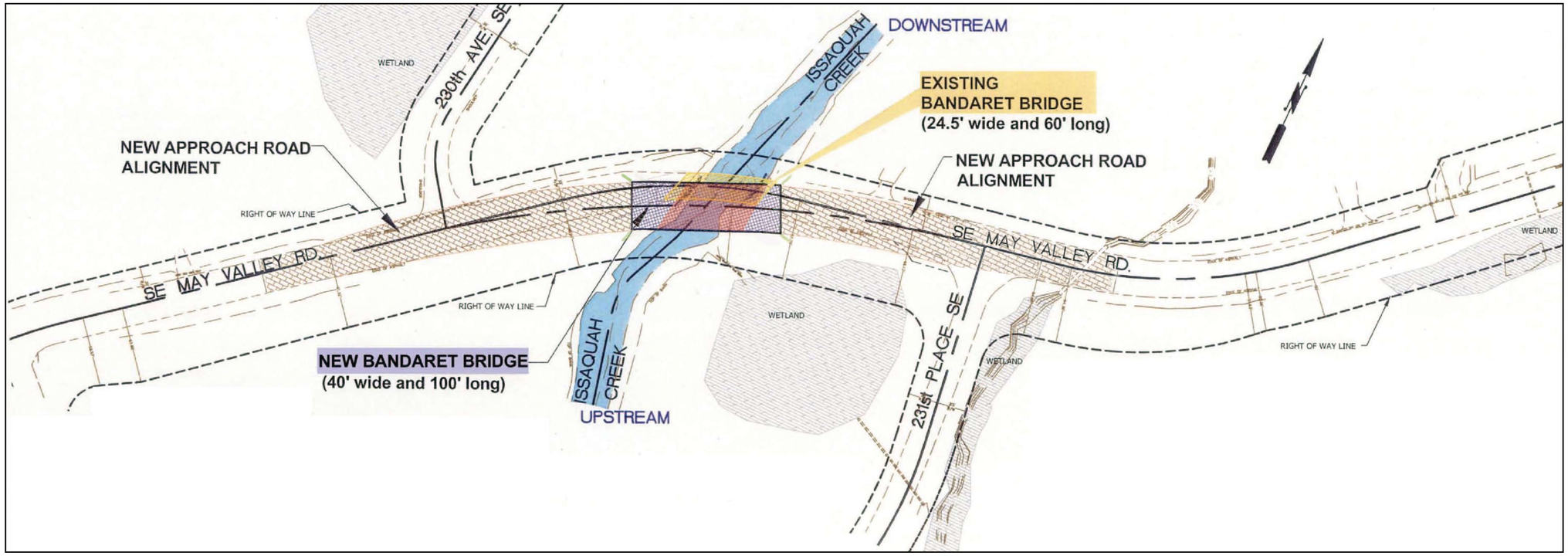
Staged Construction

- The new bridge would be built in three stages:

  Stage 1: Build south portion

  Stage 2: Shift traffic to south portion, demolish old bridge, and build north portion.

  Stage 3: Shift traffic to new bridge
- Approximate construction contract cost — $2,500,000



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Construction Staging

Stage 1:

- Build south portion
- Two-way traffic uses existing bridge

Stage 2:

- Shift traffic to south portion
- Temporary traffic signals activated
  - One-way, one lane alternating traffic on new bridge south portion
- Demolish old bridge
- Build north portion

Stage 3:

- Shift traffic to new bridge
- Remove temporary traffic signals